

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIC REGION
TUMWATER, WASHINGTON

ROUTE DEVELOPMENT PLAN
STATE ROUTE 510
SR 5 INTERCHANGE TO SR 507
MP 0.00 TO MP 15.67

November 1997

**GARY F. DEMICH, P.E.
REGION ADMINISTRATOR**

**ROBERT E. JONES
TRANSPORTATION PLANNING MANAGER**

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIC REGION

ROUTE DEVELOPMENT PLAN

STATE ROUTE 510
SR 5 INTERCHANGE TO SR 507
MP 0.00 TO MP 15.67

Approved By:

Region Administrator, Olympic Region

Date

Concurrence:

State Design Engineer, O.S.C.

Date

Concurrence:

Transportation Planning Office Manager, O.S.C.

Date

Vision Statement

An efficient network of transportation facilities in the Puget Sound Region is vital to moving people and goods. Transportation affects us all--our lives and livelihoods depend a great deal on a transportation system that offers opportunities for various choices and modes of travel. To many extents our transportation facilities have been provided to meet the travel needs, but they were constructed to accommodate a population of the past.

In order to assure an efficient transportation system for the future, it is important to plan for the growth that continues to occur. This Route Development Plan (RDP) outlines a vision for the future development of State Route 510. It was created with the help of a Stakeholder Steering Committee and citizens who took an active interest in the transportation planning process. This Plan provides recommended improvement strategies to existing and future deficiencies of the transportation system in the SR 510 corridor. Some of the recommended improvements in this RDP, such as access management implementation, are critical to assure adequate operation of State Route 510 in the future.

The recommended improvements and goals for the future development of SR 510 were achieved through cooperative planning efforts and consensus with affected city, county, and regional agencies. The State Route 510 Steering Committee members provided valuable contributions in the development of this RDP. They shared with the committee their respective agency Comprehensive Plans and transportation goals, policies, and targeted highway improvement projects. Collectively, these Comprehensive Plans and the WSDOT *Highway System Plan* provided the impetus for what is recommended in this Route Development Plan.

Study Limits

The study limits of this RDP include all of State Route 510, beginning at the Interstate 5 interchange in the City of Lacey and ending at SR 507 in the City of Yelm. The milepost limits are from MP 0.00 to MP 15.67, however, due to milepost equations the overall length of SR 510 is 13.08 miles. At the time this RDP was developed, the section of SR 510 from I-5 to Pacific Avenue was being designed to provide additional capacity. Therefore, no capacity improvement recommendations are provided in this RDP for this section of the route.

Organization of this Report

This SR 510 Route Development Plan is organized by various topics. To begin with, Chapter 1 discusses the route location, its classifications and existing conditions such as highway alignment, right-of-way, and geometric cross sections.

Chapter 2 presents traffic and land use information. Highway operating Levels of Service (LOS) are summarized, and tables are provided that highlight existing and future LOS for highway segments.

Chapter 3 presents recommendations for highway improvements, Access Management Plan Classifications, Design Speeds, Traffic Signal locations and Non-Motorized transportation facilities.

Additional supporting information is contained in the appendices.

Stakeholder Involvement

A steering committee was formed to guide transportation decisions and reach a common vision on issues discussed in this RDP. This committee included representatives from city and county agencies, Fort Lewis, The Nisqually Tribe, and Intercity Transit.

WSDOT conducted two series of public open houses to solicit comments and present information to the public regarding this RDP. Additionally, a public opinion survey was conducted of 3000 users within the study limits of the SR 510 corridor.

Refer to Appendix A for further information about stakeholder and public involvement.

Route Development Plan Recommendations

The recommendations in this Route Development Plan represent the efforts of many discussions with local agencies and the public. To aid the steering committee in reaching consensus on issues such as mobility, access management, and highway safety improvements, many documents, including the current WSDOT *Highway System Plan*, March 1996 and the city and county comprehensive planning documents, were consulted. The WSDOT *Access Management Plan* classifications of SR 510 influence the type of roadway median sections proposed as part of the mobility recommendations.

Conclusion

Planning is an ongoing process and must be flexible in order to incorporate unforeseen trends. One of the goals of this plan is to integrate the Department of Transportation's needs with the needs of local transit authorities, cities, counties, regions, citizen groups, and the traveling public. It is believed that this plan along with a certain amount of flexibility will provide a well integrated transportation system for State Route 510.

When approved, this long range plan will provide guidance for development of the Olympic Region's program of projects as well as guiding the Region's Development Services Team in defining developer impact mitigation measures. The Washington State Department of Transportation would like to express its sincere appreciation to the individuals and local and regional agencies that took an active role in the development of this plan. WSDOT encourages these stakeholder agencies to refer to this consensus-based plan when updating their comprehensive planning documents. Final approval of the State Route 510 Route Development Plan will be issued by the WSDOT Olympic Region Administrator.

Summary of Steering Committee Recommendations

I-5 to Pacific Avenue

- Mobility improvements were not considered within this section since design work is currently underway. The present design calls for widening SR 510 to four lanes with a center left turn lane, channelization at major intersections, sidewalks and bike lanes.
- Revise the Access Management Plan Classification in this section between the Lacey City Limits and Pacific Avenue from Class 2 to Class 3.
- Use signal preemption for transit priority treatments.

Pacific Avenue to Old Pacific Highway

- Widen SR 510 by constructing one additional general purpose lane in each direction.
- Revise the Access Management Plan Classification from Class 2 to Class 3.
- Add median landscaping within Lacey Urban Growth Boundary.
- Install sidewalks and bike lanes.
- Use signal preemption for transit priority treatments.

Old Pacific Highway to Nisqually Reservation

- Widen SR 510 by constructing one additional general purpose lane in each direction separated by a divided Median.
- Add bike lanes.
- Realignment of Reservation Road so that it intersects SR 510 with the Yelm Highway.

Nisqually Reservation

- Widen SR 510 by constructing one additional general purpose lane in each direction separated by a divided Median.
- Add bike lanes and sidewalks.
- Recommend that a park and ride lot be established within the vicinity of the Nisqually Reservation.
- Consolidate the access within the Nisqually Reservation allowing for two channelized intersections.
- Revise Access Management Plan Classification from class 2 to class 3.

Nisqually Reservation to Yelm

- Widen SR 510 by constructing one additional general purpose lane in each direction separated by a divided Median.
- Add bike lanes.

Yelm

- The City of Yelm is developing plans for alternate routes both to the north (Y-3) and south (Y-2) of the city. The Steering committee recommends further evaluation of these concepts and does not recommend widening SR 510 within the City of Yelm.
- Install sidewalks and bike lanes.